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STATE DOCUMENTS

THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VII, No. 6 June, 1964

Starr Route 6 miles west of Browning on Highway 89

SPECIAL MEETING CALLED

The Montana Highway Commission met in special session on Thursday, June 11, to appraise the damaged highways and bridges in the worst flood in Montana's history.

They all agreed the first thing to be done was to restore traffic as soon as possible on all roads damaged by the high water, and to get, at least, a passable roadway into all communities. By the time this Centerline is out, that task should have been accomplished, since it takes about 10 days for the printer to deliver Centerline after the material is furnished, and that is the length of time Paul M. Johnson, Acting State Highway Engineer predicted it would take to make these roads usable.

Hardest hit of all highways was U. S. No. 2 between Summit and Essex. About 20 miles of this scenic link have disappeared completely. And where the road WAS, the river IS. This is a forest service highway, and will be rebuilt entirely with federal funds. The MHD, and the BPR, agreed that work should start immediately to get some type of road into this area, but the rugged terrain will make it a difficult task. Most of the highway in that area will have to be relocated.

There are emergency funds available for rebuilding and repairing highways, and Paul Johnson said the MHD has authority to spend them any way it sees fit to accomplish the purpose.

(Continued on Page 5)

For additional pictures of the flood damage to Montana's highways turn to pages 3 and 4.

GOVERNOR
Tim Babcock

STATE HIGHWAY COMMISSION
Roy L. Sorrells ..... Chairman
S. N. Halvorson ..... Vice-Chairman
J. M. Nass ..... Member
George M. Gosman ..... Member
Ted James ..... Member
John D. Wheeler ..... Secretary

STATE HIGHWAY DEPARTMENT
Paul M. Johnson ..... Acting State Highway Engineer

EDITORIAL STAFF
George T. Sime ..... Director of Information
Ernest A. Neath ..... Ass't. Director of Information
Chet Dreher ..... Photographer
Kenneth L. Martello ..... Artist

Material in the Center Line May Be Copied and Reproduced

AWARD SHEET — Letting of May 26, 1964

Project No.	Amount of Bid	Bidder	Address
I 90-4(10)229 U1 & I 90-5(6)231 U1 Homestake W. & Homestake E. (G, GS, PMS, DR, Sign & Str.) Silver Bow and Jefferson Cos.	$ 3,356,008.41	Naranche-Konda Const. Co.	Butte, Mont.
F 219(20) Missoula-Arlee (Seal Coat) Missoula & Lake Cos.	$ 35,585.59	Missoula Paving Co.	Missoula, Mont.
F 262(14) Broadus-Wyoming (G, GS, PMS, DR. & 2 Strs.) Carter County	$ 823,493.34	Peter Kiewit Sons Co.	Billings, Mont.
SMP 0510-09-64 & SMP 5630-09-64 Billings-E. & Laurel So. (Paint Two Strs.) Yellowstone County	$ 22,970.00	Bill Ripley Const.	Bismarck, N. Dak.
SMP 4220-09-64 Culbertson Southeast (Paint Structure) Roosevelt & Richland Cos.	$ 24,931.00	Dickerson Paint Shop	Stevensville, Mont.
SMP 5199-64 Various Roads (Crushing & Stkply.) Chouteau, Glacier, Hill & Toole Counties	$ 125,312.00	O'Neil Const. Co.	Havre, Mont.

INCREASE IN MOTOR VEHICLES

According to figures just released by the Bureau of Public Roads, there were a total of 82,692,314 vehicles registered in the United States in 1963. This represents an increase of 4.5% over 1962, or 3,571,735.

Figures in the millions, this day and age, don't mean too much, unless there is a comparison which can be made. Therefore, these statistics may prove interesting.

If all the licensed vehicles in the United States in 1963 were placed bumper to bumper parking there would be a caravan long enough to reach 5.7 times around the earth at the equator.

The increase over the previous year could be compared to bumper-to-bumper parking five cars wide on all 1,185 miles of the interstate system in Montana with 729 vehicles left over.

Included in the report are all vehicles: Passenger cars, trucks, busses, both privately and publicly owned. However, vehicles owned by the Military services are not included, nor are motorcycles.

The picture in Montana showed a 1963 registration of 419,285, an increase of 4.1% over the previous year. If all the vehicles licensed in the Treasure State in 1963 were lined up they would make a solid line of traffic from Bozeman to Denver, and there would be 7,549 registered motorcycles to patrol the caravan.

California has, by far, the highest number of registered vehicles of any state, with 9,104,462.

The following letter was read to the Commission at their May meeting. The five members voiced appreciation to the writer for the encomiums expressed therein.

San Francisco, Calif.
May 19, 1964

Commissioner, Highways
Helena, Montana

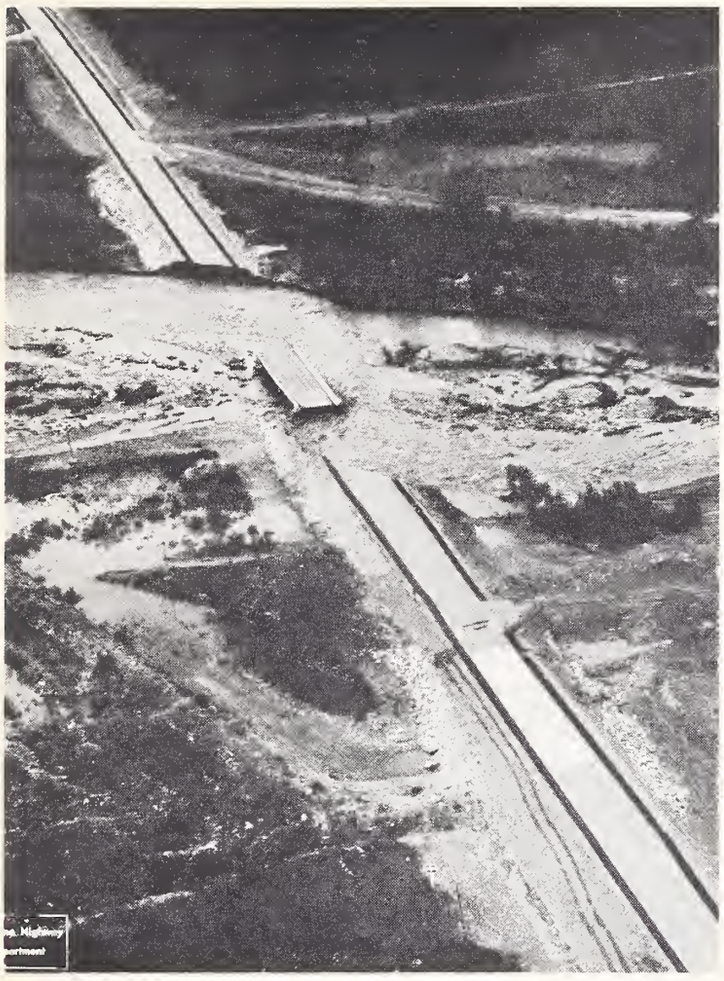
Dear Sir:

We were in your state during the snow storm in the early part of May and we marvelled at the job your maintenance department did in keeping the roads open for the comfort and convenience of the motoring public. It was not an easy job and we more than appreciated the wonderful job being done by those responsible and may we say a big "thank you" to those men.

We loved your state and it is our hope to visit it again before long.

Sincerely,

Mr. and Mrs. Bert Mason.



Kennedy Creek north of Babb on Highway 89

Between Two Medicine and Birch Creek on Highway 89

Marias River south of Shelby on Highway 91

St. Marys between Browning and Babb on Highway 89

The Teton River South of Brady on Interstate 15

Conrad on Highway 91

Marias River south of Shelby on Highway 91

SPECIAL MEETING

(Continued from Page 1)

It is estimated that $1½ million, matched by an equal amount of federal emergency funds, will be required to restore what mother nature destroyed in a few hours.

Although all possible haste is required in this emergency job, yet the commission does not want their regular program of construction placed in jeopardy, even if it takes additional engineering help and manpower to do so.

CENTERLINE IS YOUL LIFE LINE

Those ubiquitous center stripes down the middle of the highways are one of the big factors in accident deterrents. Without that guide line, motorists would tend to wander over the roadway, and would be forever driving down the center of the road.

The MHD has the one large striping crew, as well as five small striping machines in operation. There are five more such stripers on order, and before the season is over, each division will have one.

In 1963 the striping crew covered 6,926 miles of highway in Montana, at a cost of $297,410. The state-wide average cost per foot for this service is .008c. It took 81,282 gallons of white paint, and 34,985 gallons of yellow.

The MHD buys paint which has been reflectorized by the addition of tiny glass beads, pre-mixed in the paint. The formula is four pounds of beads per gallon of paint.

Interstate and primary highways and a few secondaries are the responsibility of the Highway Department to keep properly striped, but other secondaries and urban streets are done at the request of the county or city at a cost of $25 per mile.

In the same year, 1,890 miles of shoulder striping was done at a cost of $46 per road mile for the paint, and $7 per r/m for labor. Total cost for shoulder striping was $100,000 and is included in the grand total above.

HERE IS A LITTER STORY

I'd like to tell you a litter story about litter. It takes only a litter time and a litter bit of effort to keep America beautiful. One way to help the situation is to hang a litter bag in your car, and *use* it! There are several sources of litter bags, and they range in price from zero upwards. Many oil companies, insurance firms, and other businesses use them as advertising gimmicks. But even if you bought one and paid, say a dime for it, and *then* made sure you used it, for one year, Montana would be kept clean. That's all it would take. 9.2c a year for every person in Montana to offset the annual cost of $60,000 for litter remomal. As if the cost factor were not enough, the gratifying thought that our highways were kept clean and attractive, would more than offset the small amount of work involved. May we ask you to spend 9.2c worth of effort to keep litter from the state?

PROMOTION FOR WHEELER

Homer G. Wheeler, a registered Professional Engineer of Missoula, has been promoted to Engineer Co-ordinator in the Construction Department of the Montana Highway Dept.

Wheeler, 33, is a native of Big Timber, Montana. Upon graduation from Big Timber High School he began work with the highway department as a chain man and worked up to instrument man in 1954. In the Fall of 1954 he entered Montana State College, working part time until 1959 when he received his degree in Civil Engineering from M.S.C. After graduating from M.S.C. he came to Helena and worked as an Engineer-in-Training in the Bridge Department. In February of 1964 he was assigned to the Missoula Division for field supervisions of construction on I-90-1(25) 59. In May of this year he returned to Helena to assume his new duties of Engineer Co-ordinator in the Construction Department.

Homer and his wife Betty, have one daughter Colleen Gae and reside at 805 N. Warren.

BOND SAVINGS PROGRAM

Highway Department employees can take pride in the fact that they have always given excellent support to the Bond Savings Program. Since the date of the original program of withholding for bonds in 1955, $842,550.70 in deductions has been made. A total of 387 employees are now in the payroll savings program, and quite a few of these have an excess of $5,000 already saved, and a few have over $10,000 saved.

What a way to save for a supplement to retirement, or for a down payment on a new home, or to put a son or daughter through college!

The new drive to obtain more members of the bond purchasing club is now under way, under the direction of Bob O'Leary. We have 17.62% of our employees signed up now, and we are striving for 50%. Let's get behind this voluntary savings program!

PRECAUTIONS TO BE TAKEN BY SURVEY AND SIGNING CREWS

With the oncoming heavy summer construction season all construction and survey crews have been advised to use extreme caution while working upon or close to the public thoroughfares.

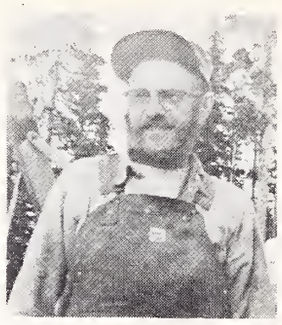
All necessary signs and safety measures will be used to make the roadway safer for the traveling public and employees.

Survey and construction crews using railroad crossings will use extreme caution in checking for oncoming trains, by taking a reassuring second look both ways.

MAY SERVICE AWARDS

Leading the way this month with service awards is James W. Clayton, with 35 years. A. W. Giffin, Leslie S. Harris, Louis Ade Horvick, David J. Keenan, Sam F. Thompson, 30 years. Charles Getts, 25. John Goodman, Jr., Albert T. Klakken, 20. Albenie Paul Cyr, Jerry C. Mizner, Edgar E. St. John, Charles J. Saksa, Willard A. Stockwell, 15. Edgar M. Hall, Robert O. Larimer, Wm. Mortieau, Charles F. Rose, Robert S. Turnbull, Roland B. Whitman, 10. Mike Jovanovick, Betty L. Pocha, Kenneth L. Tonjum, 5.

NEWS FROM THE DIVISIONS



The Havre Division is deeply grieved to report the loss of Ivan L. "Happy" Williams, sectionman stationed at St. Mary, Montana. In attempting to secure commission property before the onslaught of flood waters in the early hours of June 8th, Happy was drowned in Divide Creek. Happy's file contains many testaments to the execution of his duties in emergency situations. We all realize that this is a loss deeply felt, and that the St. Mary position will be one very hard to fill after the precedence set by Happy.

Billings

Fifteen of the engineers, maintenance men and right of way men from the Billings Division have entered the slow pitch softball league. Currently their record is one win and four losses. Strategy now is to beef up the offense. The defense has been able to hold the opposing teams to 21, 20, and 19 runs in the four losses to date. Captain Herb Ottman and starting pitcher C. O. Gransberg are looking for more hitting in future tilts. This, incidentally is a misadventure.

Milo Lahn, District Engineer, has been dividing his time between the Billings and Lewistown Districts. Looks like Milo won't have much time to spend at his cabin at Checkerboard this fishing season.

Recent additions to the highway family have been Russell Walks (9 lbs. 13½ oz.) and Sandra Lee Lieberg (7 lbs. 10 oz.) Parents are Larry and Darlene Walks (Draftsman) and Carl and Betty Lieberg (R/W Supervisor).

On our ailing list this month are Charlie Grimes, Designer and Mel Storm, R/W Agent. Charlie has been confined to Deaconess Hospital with surgery and Mel has been at home with the flu. We all hope they return to the job soon.

School is out for 18 recent graduates of the Advanced Engineering School held at Eastern Montana College by the Commission. Ken

Hartman, Project Engineer, was the instructor, with an able assist from Clarence Mackey, Division Engineer, and Dan White, Soils Engineer.

HAVRE

The two gentlemen in the above picture are Paul English and Leonard Thackery, both material inspectors for the State Highway Department at Havre and members of the Milk River Archaeological Society. The pictures are taken at an area excavated by the MRAS showing numerous buffalo bones exposed. Many other important findings were uncovered in this excavation.

Paul has spent almost all of his spare time during the past several years searching for and excavating various buffalo jump sites in this area to obtain historical data about the past Indian history. He was the first chairman of the local Milk River Archaeological Society and the past president of the statewide Montana Archaeological Society.

The state society's annual conference, held recently in Havre made a field trip to this important archeological site which is shown above. This complicated site lies adjacent to the property occupied by the State Highway buildings in Havre, and has been deeded to the MRAS for protection and development by the Hill County Commissioners. Plans are underway to relate this development to other projects underway locally, also an application to have the site set aside as a National Buffalo Jump Monument has been submitted to the National Park Service.

GREAT FALLS

Right: Elsil Woolsey, Sectionman at Cascade, is shown standing by a hole washed out during the recent high water. Bone were noticed protruding from this hole in the bank, further hand excavation brought to light the large bones shown in the left hand photo.

Left: George Sanderson and Elsil Woolsey are shown standing back of two Pre-Ice Age Bison ribs, which the recent flood uncovered. Determination of their age was made by an archeologist from Missoula.

CONGRATULATIONS TO ANOTHER HIGHWAY "YOUNGSTER."

Joan Griffith, daughter of Morris Griffith, office engineer, was awarded the trophy for judging of home economics at the Lewis & Clark 4-H Club congress. She holds an enviable record of getting some 200 points above her nearest competitor in the judging. Joan plans to study accounting at MSC, this fall.

CONGRATULATIONS—

To Mr. and Mrs. Mike Morgan who are the proud parents of a baby boy—their first—born May 31. To Del Michels on passing his instrumentman test and his appointment and assignment in the Butte District. To Dennis Tenney who also passed the instrument exam and is now assigned to a project in Ekalaka. To Jack McDonald, Reviewing Appraiser, headquartered at Great Falls. Jack has resigned from the Department and accepted a similar position with the Nevada Highway Dept. and will headquarter in Carson City.

TOURNAMENT WINNERS

The proud winners of the Third Annual Bowling Tournament are: team event—Bill Mankin, George Haider, Paul Love, Foy Sturdevant, and Harold Dunbar; doubles—Dan Segota and George Sprout. Congratulations fellas!

CONTENDER CREW

The above photo shows our Contender Crew for the "Brothers of the Brush." Jimmy Trankel is the Project Engineer and the crew is headquartered at Wolf Creek.

Reading from left to right: Jerry Ditto, Jerry Simons, Jocko Cloud, Ed Dovothy, James Trankel, Don Hinman.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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